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END WALL FOR A MOTOR VEHICLE

BACKGROUND

[0001] The present invention relates to an end wall (also known as "front wall" or as "bulk head") for a motor vehicle.

[0002] An end wall for a motor vehicle is known in principle. With this, it is the case of a separating wall between the motor space and the vehicle passenger space. The end wall fulfils various tasks. On the one hand it serves for the stability of the car body (e.g. against torsion about the longitudinal axis of the vehicle), on the other hand it serves e.g. for crash safety (against penetration of components from the motor space into the vehicle interior with a frontal collision). Furthermore it serves for the thermal as well as sound insulation between the motor space and vehicle interior.

[0003] End walls may have a "sandwich construction". Here, the end wall comprises a first wall as well as a second wall distanced to this, and foam is arranged between the first and second wall.

[0004] But often there exists the necessity to create connections from the motor space to the motor vehicle interior and for this to provide openings in the end wall. These may e.g. be openings for leading through a longitudinal rod or for leading through supply ducts of the air conditioning installation, etc.

[0005] For this, the end wall usually comprises openings which e.g. are provided with a radial rubber seal. The rubber seal at the same time has the task of sealing a through-body led through openings of the end wall, in the region of the first and second wall, in that the rubber seal suitably bears on the through-body. At least the transfer of airborne sound as well as the entry of

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